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# Daily Bulletin

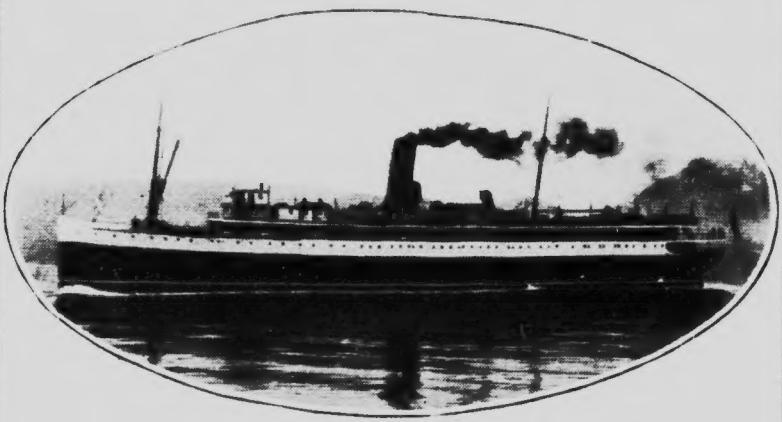
## OF THE VOYAGE

## FROM

# Vancouver, B. C.

## TO

# Skagway, Alaska



**"PRINCESS LOUISE"**
**One of the Canadian Pacific Fleet**

PRINTED IN CANADA

# DAILY BULLETIN

## *Foreword*

For the assistance and guidance of passengers this Daily Bulletin has been prepared. The times shown are necessarily approximate and exact time of arrival and departure at ports may be obtained from the Purser's Office or upon reference to the Bulletin Board. Chart showing the vessel's course is hung in the Social Hall. Do not fail to read the notices on the Bulletin Board. They are for your assistance.

### FIRST DAY

6.00 a.m.—Ship passes through Seymour Narrows. This is the narrowest part of the channel between Vancouver Island and the Mainland, and at certain stages of the tide the water rushes through like a mill-race. This is due to the ebb and flow of the tides around the North end of Vancouver Island.

7.00 a.m.—Passing through Johnstone Straits and later Broughton Straits. Along these Straits a number of logging camps are located from which logs are rafted and towed to the various sawmills on the lower Island and Mainland.

10:30 a.m.—Arrive at Alert Bay, situated on Cormorant Island, a small island close to Vancouver Island. The ship lands at the wharf of the Alert Bay Cannery, one of the principal salmon canneries on the coast. Passengers will be allowed time for a walk ashore. The Indian cemetery on the right and the Indian village on the left are worth a visit.

2:00 p.m. to 5:00 p.m.—Ship crosses Queen Charlotte Sound which is open to the Pacific Ocean. During the voyage the ship is only three times in the open ocean and then only for short periods.

9:00 p.m.—Passing through Lama Passage, Bella Bella is on the left, a very old and practically deserted Indian village.

10:00 p.m.—We enter the Milbank Sound. Crossing the second stretch of open ocean, about ten miles in extent.

SECOND DAY

8:30 a.m.—Digby Island is on the left, on which may be seen the Canadian Government Wireless Station and Buoy Depot.

9:00 a.m.—Arrive at Prince Rupert, where the ship will remain for from two to three hours. For exact information, note the blackboard at the gangway as you pass ashore. Ample time will be given to see the city.

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This is the Pacific Terminal of the Canadian National Railways. Here there is a very large floating drydock capable of lifting vessels of 20,000 tons weight. It is 600 feet long.

Prince Rupert is now an important fishing centre. Large quantities of fish, particularly halibut, are being shipped from this point to Eastern Canada and United States.

A large cold storage plant is located in the Upper Harbor. At this point the fish are unloaded, put into cold storage or iced, as the case may be, for shipment to the East.

.—A short time after leaving Prince Rupert we pass the old Indian village of Metlakatla, and about thirty minutes later on, Port Simpson. These villages may be seen in the distance.

At Port Simpson is an old Hudson's Bay Company's post, and it is one of the oldest settlements in Northern B. C. Here the Hudson's Bay have been trading with the Indians for about sixty years.

.—About three hours after leaving Prince Rupert the steamer passes Green Island Lighthouse on the right. This is six miles South of the International Boundary.

Next, the steamer crosses Dixon Entrance, another wide entrance from the open sea, and we wind our way through Revilla Gigedo Channel. At this point the channel is called the

Tongass Narrows, and leads you to Ketchikan, which town is located on the Revilla Gigedo Island.

—Just prior to arriving at Ketchikan, the ship is boarded by the Port Doctor, Customs and Immigration Officials, and all passengers are required to present their Immigration Cards and pass the Official Inspection before going ashore. Ketchikan is one of the largest and most prosperous towns in Alaska, and has several canneries and a large cold storage plant.

Visitors will find, on walking through the town, a number of curio stores, where furs and Alaskan curios may be purchased.

There is a pleasant walk up the stream to the Waterfall, which takes about fifteen minutes and is well worth the visit. In the late summer months salmon may be seen ascending the shallow waters of the rapids in large numbers, even to the point of crowding one another out of the water.

—We arrive at Wrangell after a six-hour run from Ketchikan. Wrangell is an old Russian settlement named after a former Russian Governor of Alaska. It is situated near the mouth of the Stikine River, which is navigable for about 180 miles to Telegraph Creek, in Northern British Columbia, the outfitting point for big game hunters entering the Cassiar

District. There is a regular service on the Stikine River operated by the Barrington Transportation Company. Part of the old Russian fort still exists and there are also some very old Totem Poles to be seen. Only a short stop will be made, but call will be made again southbound.

—About two hours after leaving Wrangell the ship enters Wrangell Narrows. These narrows are twenty miles in length, being very narrow and shallow with many turns and windings which are well marked with buoys and beacons. The scenery here is very beautiful and the ship proceeds at half speed. At the north end of the Narrows, on the right, lies the old town of Petersburg, at one time a Russian settlement and now a flourishing fishing centre.

—A run of about seven hours across Frederick Sound and along Stephen's Passage brings us to Taku Glacier (pronounced Tak-oo). During the afternoon we will, in all probability, pass some small iceflows from the glacier. There are two glaciers. The one on the left is a "dead" glacier, which is gradually receding. The other one is "alive" and continually moves forward. Taku Glacier is a mile wide and 90 miles long, the ice on the face of the glacier being over 100 feet thick.

—We enter the Gastineau Channel. On our right is the town of Thane. On the left of the channel, on Douglas Island, can be seen the old

buildings of the famous Treadwell Mine, where formerly stood the largest free-milling stamp mill in the world. This mine was flooded by a cave-in in 1917 and has not been operated since that time. Adjoining the site is the town of Douglas. At the end of Gastineau Channel lies the town of Juneau, the capital of Alaska, population 3,500 people. Here are splendid stores and curio shops, two modern hotels and many beautiful residences and public buildings.

7:00 p.m.—On the side of Mount Roberts, overlooking the city, can be seen the mine of the Alaska Juneau Gold Mining Company, the largest gold quartz mill in the United States or Alaska, capacity 9,000 tons of ore per day.

Do not fail to see the Territorial Museum, where can be seen an Eskimo skeleton said to be the finest and only complete one of its kind in the world. A motor trip of fourteen miles will take you to the great Mendenhall Glacier, or a twenty-minute hike will take you into the Gold Creek Basin, often called the Grand Canyon of Alaska, the site of the first placer gold strike in Alaska, made by Joe Juneau and Richard Haines in the early 80's.

12:00 midnight—We leave for Skagway.

## FOURTH DAY

6:00 a.m. to 7:00 a.m. (ship's time)—The trip up the Lynn Canal from Juneau

takes us between towering mountains, many of them capped with glaciers and snow, and on a sunny morning is a beautiful sight indeed.

On the West side of the canal, one hour before we reach Skagway, is the town of Haines and Fort Seward, a U. S. military post. Skagway is the terminus of the voyage.

There are several points of interest in and around Skagway, including Reid's Falls, Dewey Falls and Lake Dewey, the Alpine Bridge and the Skagway Park. The grave of "Soapy Smith" may also interest some. For those who enjoy mountain climbing the trail to A. B. Mountain and Dewey Mountain will be found good.

From here we sail into the Lynn Canal over 110 miles to Skagway. Distance 98 miles.

**For full information and descriptive folders apply to nearest Canadian Pacific Railway Agent or to**

**W. H. SNELL, General Passenger Agent Canadian Pacific Railway, Vancouver, B. C.**

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**MAIL THIS TO A FRIEND**